

Minutes
College Park Airport Authority
11 August 2015

The Chair, Jack Robson, called the meeting to order at 7:30 PM. Members present were Chris Dullnig, David Dorsch, James Garvin, Gabriel Iriate (arrived at 8:00), Anna Sandberg, David Kolesar and Jack Robson. Also present, Lee Sommer, Airport Manager.

The minutes of the March 18, 2015 meeting were approved.

Old Business

- 1) "The Hotel" was proceeding on schedule. No problems have been reported.
- 2) No work is currently underway on the revision to the Airport Rules. Mr. Sommer expects to begin work after the new terminal is completed.
- 3) The "new" fuel truck, donated by Clark Aviation, has been made operational. The airport can now sell "jet fuel" to turbine powered aircraft. Mr. Sommer said the truck required a few minor fixes as a result of its being non-operational after the Clark shutdown.
- 4) The use to be made of the 94th Aero Squadron location remains undetermined by M-NCPPC.
- 5) All known University of Maryland construction projects conform to zoning rules affecting the airport. Further development in the area adjacent to "The Hotel" is nebulous, but is being actively pursued by the University.
- 6) Final trimming of the trees needed to meet safety requirements remains to be accomplished. Awaiting a survey team to identify specific tree branches still penetrating the 20:1 surface.
- 7) M-NCPPC has begun the work to correct rain/ground-water problems causing mold etc. in the historic hangar.

Airport Administration

The Airport Manager, Mr. Sommer, reported that the number of planes based at the airport remained at 42.

New Business

Mr. Sommer advised that the new terminal opening would be delayed beyond the original October date. However, a new date had not been firmly set. He hopes to move in late this year or early next year.

The Chair advised that the hotel and CVS drugstore development at the old Koon's Ford site, had transferred ownership to David Hillman, the developer of "The Hotel". Plans filed with the FAA indicated low level buildings that would not interfere with airport operations.

The Chair advised that WMATA (Metro), in conjunction with the County, was actively pursuing development of the College Park Metro property. Metro had, to the best of the Chair's memory, done this three times in the past. But, due to the manner in which they had dealt with the developers, had been unsuccessful. No detail was available other than they were soliciting proposals.

Authority members discussed development issues in general and agreed that we must remain vigilant. All feel development around the airport is vital to the City, but should be able to be accomplished without negatively impacting the airport. The FBI project at the Greenbelt Metro site was mentioned. Whether or not the FBI had small aircraft that could be based at the airport was brought up. It was agreed that this should be looked into.

Lee Sommer advised that the airport was looking into the installation of solar panels at the airport. There might be sufficient land available such that the airport could sell power to PEPCO. One factor to be considered was glare from the panels might temporarily blind pilots. Glare reduction techniques are available but would reduce the power available from the panels. The project is just in the general feasibility stage.

There was a discussion about helicopter noise complaints. It was agreed that most of the complaints were generated by helicopters not associated with the airport, but passing nearby. However, it was recognized that the military helicopters that used the field were loud and did generate complaints. Mr. Sommer explained that the military helicopters were based at Andrews. The personnel at Andrews turnover frequently and he speaks with them on an as-needed basis.

The meeting adjourned at 9:30 p.m.